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## MEN WHO ASSAULTED ERNEST FORD FREED

Judge Young at Whitewater Holds That Trio Were Not to Blame.

Judge Noah Young yesterday dismissed Louis Tibbs, Vester Reynolds and Vince Robinson, who were jointly charged with trying to kill Ernest Ford in a fight growing out of a shooting affray in Whitewater, July 26, last, when the preliminary hearing of the three men was held.

The three had taken a change of venue a week ago from Judge Hasty's court in Whitewater to Judge Young's court. The men were dismissed on the evidence introduced at the preliminary.

Senator Thomas F. Lane represented the three defendants and J. Henry Caruthers, Prosecuting Attorney, presented the State's case.

Ford is being held to a charge of

carrying concealed weapons. The story of the fight was brought out in the testimony.

Tibbs, Reynolds and Robinson were employed on the drainage ditch working at Whitewater. On the day of the fight and shooting, Ford, it was testified, had made numerous threats and insults against the ditch men.

They resented and a crowd surrounded him. In an altercation that followed, Ford pulled his revolver and after firing one shot at the ground, fled from the crowd of men.

They pursued him, Ford shooting back into the crowd. John McCoy, foreman of the ditch crew, was struck in the right leg.

"I'm shot, boy," he cried as he fell to the ground and the others continued the chase. Several of them caught Ford and it is charged, they beat him into insensibility and stabbed him in the neck and shoulders several times.

Only three of the ditch crew ever were arrested. Ford wavered in the hospital and finally recovered. McCoy's wound did not prove to be serious.

## Oak Ridge News—Up To The Minute

Oak Ridge, Aug. 18—Theo. Kasten, the Pocahontas stock buyer, was in town Thursday.

Dewey Day departed for Memphis, Tenn., Wednesday for a brief visit. The sale at Emory Bowers' Friday was attended by a large crowd.

L. G. Smith, a merchant of Sedgewickville, transacted business here Thursday.

Gordon Brewster of Prairie Grove, Ark., who was here last week visiting friends, departed for home Monday.

Miss Fern Morton of the Cape is visiting her aunt, Mrs. Tom Wilson. Wilson Drum, son of D. A. Drum, was operated on at the hospital in the Cape Saturday, for enlarged tonsils. He stood the operation fine, and is doing nicely.

The play, "Deacon's Tribulation," which was given in the Opera House Saturday night, was a great success. This was the best home-talent play ever given in this city.

C. J. Crites and wife spent a day or two in Farmington last week.

The following from this city are attending the Baptist Association in Perry County: Dr. W. K. Statler and wife, G. E. Peterson, Misses Nora Frissell and Mollie Williams.

B. T. Van Amburg and wife of Schumer Springs were Oak Ridge visitors last week.

Guile Day sold his farm last week to Bennet Masters.

Joe Evans and wife of the Cape spent Sunday in Oak Ridge.

Miss Bessie Howard of Jackson came out Saturday to visit her uncle, Dr. Jos. H. Howard.

Mason Shell and Roscoe Harris, Normal students, spent Saturday and Sunday here with home folks.

Miss Lydia Crites returned from Keokuk, Ia., last week, where she has been making her home for the past few years.

Mrs. Joseph Penny and children of Charleston are visiting relatives here.

H. C. Corse and Ruddle Miller of Neely's Landing passed through here Tuesday morning on their way home from Ironton and Arcadia. They made the trip in a wagon, and reported having an excellent trip.

C. M. Morton, of the Goddard Grocery Company, was in town Tuesday, calling on his customers.

## ORDER OF PUBLICATION

State of Missouri, County of Cape Girardeau, ss: In the Circuit Court, August term, 1915.

Bertha Baltzell, plaintiff, vs. Bert Baltzell, defendant.

Now, at this day comes the plaintiff herein, by her attorney, H. E. Alexander, and files her petition and affidavit, alleging, among other things that defendant, Bert Baltzell, is not a resident of the State of Missouri, so that the ordinary process of law can not be served upon him within this State.

Whereupon, it is ordered by the clerk in vacation, that said defendant be notified by publication that plaintiff has commenced a suit against him in this court, the object and general nature of which is to dissolve the bonds of matrimony heretofore existing between plaintiff and defendant on the grounds of indignities and that unless the said Bert Baltzell, the defendant be and appear at this court, at the next term thereof, to be begun and holden at the Courthouse in the city of Jackson, in said county, on the 23rd day of August, next, and on or before the first day of said term, unless further time be granted by the Court—answer demur to the petition in said cause, the same will be taken as confessed, and judgment will be rendered accordingly.

And it is further ordered, that a copy hereof be published, according to law, in the Weekly Tribune, a newspaper published in said County of Cape Girardeau, for four weeks successively, published at least once a week, the last insertion to be at least fifteen days before the first day of said next August term of this court.

Ben E. Masters, Circuit Clerk.

A true copy from the record.

(Seal)

Witness my hand and the seal of the Circuit Court of Cape Girardeau County, this 1st day of July, 1915.

Ben E. Masters, Circuit Clerk.

## ORDER OF PUBLICATION

In the Cape Girardeau Court of Common Pleas, Cape Girardeau County, Missouri, July Term, 1915.

Henry P. Schroeder, plaintiff, vs. W. J. Seagraves and Samuel M. Taylor, defendants.

Now this day comes plaintiff by his attorney, H. E. Alexander, before the undersigned D. A. Nichols, clerk of said court, in vacation, and files affidavit setting forth that defendant, Samuel M. Taylor, is a non-resident of the State of Missouri, and cannot be served

## MAN WAITING FOR TRAIN IS KILLED

Kentuckian at Parma Depot, Dragged Under Engine And Mutilated.

While standing on the platform in front of the Frisco depot at Parma, Mo., last night, Cleveland Buckman of Uniontown, Ky., was struck and knocked down by the pilot and dragged under the wheels. His body was badly mutilated and he was dead when removed from beneath the train.

Buckman had been in Parma on business and was at the depot awaiting the arrival of the train on which he intended to start for his home in Kentucky. According to the engineer, Buckman realized that he was too near the track just as the locomotive started past the station. But before he could get out of danger, the engine struck him.

Witnesses to the accident had difficulty in identifying the dead man. None who saw him purchase his ticket and were present when he was killed had ever seen him before. His clothing was torn to shreds and his pockets had been emptied.

A handful of letters found a short distance from the body contained several letters from Emmet Buckman of Uniontown, Ky. A telegram sent to him brought back the information that the dead man was his son. He requested that the body be sent to Uniontown.

## DUNKLIN MAN IS HORSE-WHIPPED, WIFE DECLARES

(Continued from page one.)

ing, sent word to his wife that he had gone to Arkansas.

He finally got to Truman, Ark., where he was able to locate. She followed him immediately after receiving news as to where he was going. A few days later, she said, she returned to their home at Malden to obtain some household goods and attend to the storing of the remainder of their possessions.

She was arrested, she said, and fined for a disturbance of the peace. Her father paid the fine of \$5.80 and she fled again to Truman, Ark. Since the night of the horse-whipping, she has been unable to communicate with any authorities who could obtain justice for her, she told Mayor Kage.

Friends said and her husband had made in Truman told her that she ought to go to Cape Girardeau to see the United States marshal.

She applied at the post office first on reaching the Cape and was finally taken before Mayor Kage, United States Commissioner, to tell the story of the whipping.

She declared that she could identify one of the men who came into the room and covered her husband with the revolver. She said he was a county official in Dunklin County.

When she left the Cape, she declared she intended to go to the office of the prosecuting attorney in New Madrid County at once and swear out a warrant, naming the one man.

ed by the ordinary process of law in this State.

It is therefore ordered by me, as clerk aforesaid, in vacation, that publication be made notifying said defendant that an action has been commenced against him by a petition and attachment in the Cape Girardeau Court of Common Pleas, Cape Girardeau County, Missouri, which said action is founded on an account, the amount sued for being Two Hundred and Fourteen Dollars (\$214.00); that his property has been attached and unless he be and appear at the November term, 1915, of this court to be holden at the Courthouse in the City of Cape Girardeau, in said County of Cape Girardeau, on the 22d day of November, 1915, and on or before the 3d day thereof, if the term shall so long continue, and if not, then before the end of the term, to answer said petition, same shall be taken as confessed, and judgment shall be rendered against him and his attached property sold to satisfy the same.

It is further ordered that a copy hereof be published once a week in the Weekly Tribune, a newspaper published in the County of Cape Girardeau, for four weeks, successively, the last insertion to be at least twenty days before the commencement of said November term of this court.

A true copy from the record.

D. A. Nichols, Clerk.

Will Rauh, formerly of the Cape, will depart to Fomfelt shortly, where he will be principal of the public schools there.

## EDITOR'S PASS GIVEN HINCHEY BY THE FRISCO

Commercial Club Secretary Says Railroad "Gets Value Received" From Him.

IGNORES FLENTGE TO PUT LID ON RUMPUS

McPherson Says He Can't Find Members Who Are Riding On Trains.

Mr. A. H. Hincney, secretary of the Commercial Club, uses railroad "editorial mileage" for which he gives "full value received," and he declares that Postmaster Flentge's charge that Commercial Club men have been "gum-shoeing" for the Frisco, does not apply to him and he has a free conscience.

Hincney denied he received "trip passes" and said he knew no one else in the Commercial Club who had received them who was not legally entitled to such things.

Hincney's statement was in response to a query from The Tribune, asking him if he wished to reply to the assertions made by Postmaster Flentge, both at the conference of shippers last Friday night at the Commercial Club and in The Tribune following the meeting.

Flentge had asserted that the committees of the Commercial Club working on the railroad situation had disgusted him along with others because, he said, they obtained nothing for Cape Girardeau in a railroad way in the last 8 months.

Hincney sprang up in the conference to rebuke Flentge and advised him to quit the club and leave the town.

"I do not wish to make any statement at all in this matter," Hincney began.

"You see, it is like Mr. Flentge said, 'I am not the Commercial Club,' and he has not made a direct attack upon me. He has not named any names and there is no reason why I should make a statement."

"I was mad at the time of the conference."

"Do you think there will be any disposition by members to cause an investigation of this pass matter in the Commercial Club, to learn what are the facts and either exonerate whoever might be involved or do something else?" he was asked.

"No. I think the matter will be ignored, so far as I know. I haven't heard of any desire to investigate the charges. I do not think they are true. I think the club will let the matter drop where it is," he replied.

"You see the charge is not true that our men are riding on passes, and personally, I don't intend to go into the matter."

"Each county is entitled to two railroad bondsmen, who are allowed passes. Those with the attorneys I guess are the only men who have passes."

He then was asked if "trip passes"—free transportation for a single journey—were taken into consideration in his statement.

"I don't know of anyone getting 'trip passes,'" he said. "I never have. I ride on 'editorial mileage' for which they get full value received."

"It's done through advertising, you know," he explained.

"I never got anything for nothing."

Editorial mileage, as it is commonly known, is transportation that is issued to editors of newspapers within the State of Missouri, and is good only for intra-state trips. It is charged against the editor's advertising account with the railroad and in that manner a balance is kept.

"I do not wish to become involved in a controversy in this matter. I have a free conscience."

President J. H. McPherson almost echoed Hincney's words concerning the character of Flentge's charges and the probability of an investigation. He apparently didn't know of Hincney's "editorial mileage."

"I think Mr. Flentge got a little mad when he spoke like that," McPherson said, "and I don't think he can back up what he said."

"I have gone over the rolls carefully and have seen the railroad people and there are only two, the county bondsmen of the railroad, who have passes."

"Are you going to give Mr. Flentge a chance to prove his charges?" he was asked.

"No. I don't think it will be necessary," he replied.

He was asked the same question as was put to Hincney as to whether there will be an investigation by the club to learn the facts about passes and either exonerate whoever may be involved or something else.

## The Ford

is justly entitled to be called "The Universal Car," because of the fullness, the thoroughness with which it meets the demands in every line of human activity. It is equally valuable on the busy streets of the city, the wide demands of the farm and country. The Doctor, the Architect, the Contractor, the Tradesman the Merchant, the Manufacturer, the travelling Salesman and the Farmer, all find the Ford car to be a necessity. The Ford car has become a general utility purely on merit-tested, tried and proven through the hardest kind of experience. It has also proven the most economical motor car in operation and maintenance.

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## STORM HOLDS-UP PASSENGER TRAIN

Frisco Tracks Washed Away Near Ste. Genevieve—Rain Almost Cloud Burst.

A heavy rain storm which was accompanied by violent wind and lightning, the edge of which passed over Cape Girardeau late last night and early this morning, did considerable damage between the Cape and Ste. Genevieve, according to reports received on the Frisco.

The Frisco Memphis Limited, No. 805, due in Cape Girardeau, was delayed 50 minutes this morning by the rain combined with exceptionally heavy express traffic from peach shipments to the South.

The center of the storm struck at Ste. Genevieve about 11:30 o'clock last night as the Frisco train was passing through. It is estimated that almost an inch of rain fell within an hour there and the heavy downpour continued along the line as far as Wittenberg.

Towns that were affected by the storm were Hicks, St. Mary's Perryville Junction, McBride, Menfro, Grand Eddy and Seventy-Six.

According to members of the train crew that came through the storm affected district, the track was in good order all the way, but the train was forced to lose time, proceeding with great care against possible damage along the river.

In the Cape the downpour was heavy between 11 o'clock and 1 a. m. The rainfall commenced shortly after 10 o'clock.

Earlier in the day, yesterday, there was a slight rainfall. No damage was reported to the police last night from the storm in the city. None was reported injured along the Frisco, where the storm was heaviest.

Before noon yesterday, the temperature reached its highest point at 87 degrees. After noon yesterday the mercury began to fall. Monday was almost a record breaker. Shortly after noon the thermometer registered 96 at Broadway and Main street.

## RECEIVER IS ASKED FOR M. O. PACIFIC

Commonwealth Steel Company of St. Louis, Files Suit in Federal Court.

St. Louis, Aug. 16—A receiver for the Missouri Pacific and Iron Mountain Railroad companies is sought in a petition filed in the United States District Court late Monday by the law firm of Boyle and Priest.

The Missouri Pacific and Iron Mountain roads have been in financial straits several years. More than a year ago, at one of the financial crises of the companies, the Gould family, with the exception of Mrs. Finley J. Shepard, formerly Miss Helen Gould, withdrew from ownership in the company.

The suit was filed in the United States District Court at 5:20 o'clock this afternoon by the Commonwealth Steel Co. of St. Louis, which sets itself out as a creditor of the railroads for \$55,335.

The steel company alleges the \$55,335 is due for rolling stock, material and supplies furnished to the road.

The petition alleges the Iron Mountain is under a mortgage indebtedness of more than \$140,000,000, and that it is under an annual interest charge of more than \$6,700,000.

B. F. Bush, president of the Missouri Pacific-Iron Mountain system, was not in his office when a reporter called for a statement. It was stated there, however, that the company officials had no knowledge that such a suit was to be filed.

## TWO \$50,000 SUITS IN RANNEY'S COURT

Man Run Down by a Log, Asks \$100,000 In Payment for Squelching.

Damage suits aggregating \$100,000 against the St. Louis, Kennett and Southeastern Railroad and the Campbell Lumber Co., of Kennett, filed by A. F. Settlemoir, next Tuesday will come up before Judge Ranney on a change of venue from the Circuit Court at Kennett, Dunklin County.

Settlemoir filed suits of \$25,000 each against the two corporations he names as defendants. Senator Thomas F. Lane will be counsel for Settlemoir.

The railroad suit will be taken up by Judge Ranney on August 24 and the lumber company's suit on August 26. In speaking of the suits yesterday, Senator Lane remarked that they were big suits "on paper."

Settlemoir formerly was employed by the railroad company as a trainman. The railroad is but a small "log" road in Southeast Missouri and outside of the engineer and fireman, Settlemoir virtually represented the "crew."

On November 5, 1913, Settlemoir was moving a car load of heavy lumber logs in the yards of the Campbell Lumber Co. As he was walking at the side of one of the cars, in some manner, one of the logs became unfastened from its place on the car and fell off, striking Settlemoir.

Settlemoir was knocked unconscious at the side of the track with the heavy log resting on top of him. The blow had crushed virtually his entire body. When he had been carried to his home and physicians summoned they found he had sustained injuries to the back, spine and both hips.

The injury to his spine paralyzed almost his entire body and for several months he lay almost at death's door, and was unable to move a limb.

The two suits were brought against the railroad company and lumber firm to recover for neglect in failure to have the log shipment properly loaded. Every square mile of country drained it carries down stream 381 tons of dissolved and suspended matter each year. In other words, the river gathers annually from the country that it drains more than 123,000 tons of silt and soluble matter, some of which it distributes over the flood plains below to form productive agricultural land, but most of which finds its way to the Gulf of Mexico.

It is by means of data of this kind that geologists compute the rate at which the lands are being eroded away. It has been shown that the Missouri River is lowering the surface of the land drained by it at the rate of one foot in 6,036 years. The surface of the United States as a whole is now being worn down at the rate of one foot in 9,120 years. It has been estimated that if this erosive action of the streams of the United States could have been concentrated on the Isthmus of Panama it would have dug in seventy three days the canal which has just been completed, after ten years' work, with the most powerful appliances yet devised by man—United States Geological Survey Bulletin.

## ST. LOUIS FORD SALES

We just noticed a report of the automobile sales in the city of St. Louis for the month of July. The report showed Ford sales reached 146 cars. The next nearest car was 47.

Three times as many, and the Ford Company experiencing the greatest car shortage in its history.

What do you suppose the sales would have been had the Ford Motor Company been able to supply all orders?

Also looks as though the city folks as well as the country folks recognize the Ford as the ONLY car.

Mr. and Mrs. T. E. Page of Clarkton, were shoppers in the Cape yesterday afternoon.



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**A**TEN-CENT can of Babbitt's pure lye is paid insurance against dirt or germs: guaranteeing clean sinks, and thoroughly sweet and sanitary conditions in the home, and in your barns, kennels or hen houses.

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**BABBITT'S LYE—The Best Home Soap Maker**  
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